

AMENDMENTS TO THE CLAIMS

1. (Original) An electric motor-operated vehicle comprising:
 - a plurality of wheels, wherein at least one of the plurality of wheels is a front wheel and at least one of the plurality of wheels is a rear wheel;
 - a vehicle body defining a vehicle width extending along a transverse axis between a left side and a right side of said vehicle, and defining a vehicle length extending along a longitudinal axis between a front end and a rear end of said vehicle body;
 - a seat connected to the vehicle body;
 - a plurality of main frame rails disposed along the longitudinal axis of said vehicle body;
 - a loading platform receiving frame connected to said plurality of main frame rails, the platform receiving frame comprising a right and a left side rail;
 - a loading platform connected to said loading platform receiving frame, said loading platform disposed rearward of said seat, above said rear wheel, and configured to receive at least one object;
 - an electric motor configured to drive the vehicle;
 - at least one battery configured to supply power to said electric motor;
 - a fuel cell configured to charge said at least one battery;
 - at least one fuel tank configured to supply fuel to said fuel cell, said at least one fuel tank having a front end and a rear end defining a longitudinal axis extending between said front end and rear end; and
 - an electric motor control unit configured to control the operation of said electric motor,
 - wherein said fuel cell, said at least one battery, and said at least one fuel tank are removably mounted between said right and left side rails of said loading platform receiving frame.
2. (Original) The vehicle of Claim 1, wherein said at least one fuel tank is disposed centrally along said vehicle width and removably mounted to said plurality of main frame rails

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3. (Original) The vehicle of Claim 1, wherein said at least one battery is disposed between said at least one fuel tank and one of said left and right side rails of said loading platform receiving frame.

4. (Original) The vehicle of Claim 1, wherein a partition wall is disposed between said at least one fuel tank and said at least one battery.

5. (Original) The vehicle of Claim 1, wherein said fuel cell is disposed between said at least one fuel tank and said front end of said vehicle body.

6. (Original) The vehicle of Claim 5, wherein a partition wall is disposed between said fuel cell and said at least one fuel tank.

7. (Original) The vehicle of Claim 6, wherein said partition wall comprises an L-shaped cross-section.

8. (Original) The vehicle of Claim 6, wherein said partition comprises a vent opening.

9. (Original) The vehicle of Claim 8, wherein said partition further comprises a movable cover configured to operate between an open position and a plurality of deflection positions to alter the direction of fluid flow through said vent opening, said cover being movable in response to a force.

10. (Original) The vehicle of Claim 5, wherein said fuel cell is further disposed beneath said seat.

11. (Original) The vehicle of Claim 5, wherein said fuel cell is further disposed between said seat and said front end of said vehicle body.

12. (Original) The vehicle of Claim 11, wherein, said front end of said at least one fuel tank projects into a space beneath said seat.

13. (Original) The vehicle of Claim 1, wherein said fuel cell is disposed between said at least one fuel tank and said rear end of said vehicle body.

14. (Original) The vehicle of Claim 13, wherein, said front end of said at least one fuel tank projects into a space beneath said seat.

15. (Original) The vehicle of Claim 13, wherein said fuel cell is further disposed above said electric motor.

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16. (Original) The vehicle of Claim 1 further comprising a plurality of positioning members configured to removably engage said at least one fuel tank to prevent the lateral and longitudinal displacement of said at least one fuel tank.

17. (Original) The vehicle of Claim 1, wherein said at least one fuel tank is oriented such that said longitudinal axis of said at least one fuel tank is generally parallel to the longitudinal axis of said vehicle body.

18. (Original) The vehicle of Claim 1, wherein said at least one fuel tank is oriented such that said longitudinal axis of said at least one fuel tank is generally at an angle to the longitudinal axis of said vehicle body.

19. (Original) The vehicle of Claim 1, wherein said fuel cell is further configured to discharge waste water from said fuel cell beneath said vehicle body at a central location along said vehicle width.

20. (Original) The vehicle of Claim 1 further comprising piping connected to said at least one fuel tank and said fuel cell, said piping extending at least partially along said right and left side rails of said loading platform receiving frame.

21. (Original) The vehicle of Claim 20, wherein said piping further extends at least partially across said right and left side rails of said loading platform receiving frame.

22. (Original) The vehicle of Claim 20 further comprising a fuel supply port connected to said piping, said fuel supply port disposed beneath said loading platform.

23. (Original) The vehicle of Claim 22, wherein said fuel supply port is disposed rearward of said vehicle body.

24. (Original) The vehicle of Claim 20, wherein a fuel supply inlet mechanism of said at least one fuel tank connects to said piping and faces the front end of said vehicle body.

25. (Original) The vehicle of Claim 20, wherein a fuel supply inlet mechanism of said at least one fuel tank connects to said piping and faces the rear end of said vehicle body.

26. (Original) The vehicle of Claim 1, wherein said electric motor control unit is disposed rearward of said electric motor.

27. (Original) The vehicle of Claim 1, wherein said fuel cell is removably mounted to a fuel cell holder.

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28. (Original) The vehicle of Claim 1, wherein the seat is disposed centrally along the vehicle length.